



THE SEMAPHORE

ROCHESTER CHAPTER

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NATIONAL RAILWAY
HISTORICAL SOCIETY

TYPING & LAYOUT-LORI MATTICE



OATKA DEPOT - ROLLING STOCK

Photo taken 8-27-86 by C. J. Riedmiller

VOL. XIII

NOVEMBER 1986

NO. 3

Our November meeting will be held on Thursday, the 20th, the main hall of the Forty & Eight Club of the American Legion at 933 University Avenue at 8:00 PM.

The program for the evening will be a video presentation by Mr. Hank Hagy from Painted Post, New York, featuring western railroading. This should be very interesting so be sure to see it! See you there!!

From the President

The Chapter will be celebrating its 50th anniversary during 1987. I would like to have some festivities befitting this occasion during the year. To get things rolling, I have appointed Lynn Heintz chairman of the 50th anniversary committee. He has some big plans in mind and wants to tie our anniversary with the sesquicentennial of railroad service in Rochester (Rochester and Batavia R.R. opened May 5, 1837). I want the whole Chapter to throw their support behind Lynn in this effort. He needs help in planning the activities and workers to help carry them out. If you want to help, call Lynn at 768-6984 or me and volunteer. This promises to be a lot of fun for all involved and an important event in the Chapter's long history.

By: Dick Tickner

Volunteers in the past month were:

Calendar of Events:

Dec. 6 & 7 (Sat. & Sun.), Toy Train
Collector Soceity Meet, Convention
Center, Niagara Falls, NY, Sat. 1 PM -
6:30 PM & Sun. 10 AM - 4 PM.

1987 Chapter Calendars.....	Members.....	3.15
	Others.....	3.95
Rochester Chapter name tags.....		3.74
Flags, Diamonds & Status (quarterly magazine)		
(Anthracite Railroad Hist. Society...)		3.50
Toy & Model Trains magazine ..	New.....	2.95
Two Volume set of The American Railroad		
Passenger Car.....		35.00
Where Did The Tracks Go? by Michael		
Kudish.....		15.95
History of Railroad Accidents by Robert		
shaw.....	Special Price.....	7.00
The Route of Phoebe Snow by Sheldon S.		
King.....		20.00
Lima.....		38.50

Note: There is a 20% discount on all books for the members of the Rochester Chapter.

On October 19 my sister, our children, and I paid a visit to the Depot. Dick Tickner gave us a tour of the Depot and of the cars that are being restored. It was very interesting and gave me a better idea of what you guys are doing. Maybe next year I'll be by more often. Thanks Dick!

Tom Way

It's that time again!! Annual dues Marathon.
Details to follow!!

Deadline for the December issue in November 31st. All articles and news should be to the Editor by that time. If any are received late, they will not be used. Send all articles and news to the Editor at 8364 Lewiston Road, Batavia, New York.

May there never come a day,
Be it ever yet so far,
When a child shall go to his Dad
And say,
As a youngster might
In his curious way,
"What was a trolley car?"

Author Unknown
From W. R. Gordon

The Explorer Post is up and running as of September 30, 1986. Three leaders and five youth are off to a modest beginning. This is the first such post in New York with only six others in the Eastern Time Zone. Several will ride the Sunday, October 5, train trip from Caledonia. The Otetiana Council welcomes us and our one-year commitment, and more leaders and youth are being sought. Since the youth come from Honoeye Falls, we'll work from there and the Pine Falls. Come on over, it's fun, and ride with us.

Less for October was as follows:

Motive Power & Rolling Stock - Dave MonteVerde, Supt.:

Thanks to Dave MonteVerde & Assoc., the LV #211 is now on active lease to the Rochester & Southern. This will provide cash flow revenue for more restoration of the #211 and other rolling stock. Exterior painting was finished by Rand Warner, and servicing by Jeff Baxter, Bob Cowan, Pete Gores, and Dave MonteVerde.

MU Power Car interior is almost finished. Norm Shaddick and Tom Tischer have been working on this with help from John Redden, Dave Luca, and Rand Warner. The roof tarring is continuing by Ron Amberger, Ted Miller, and Norm Shaddick.

The Erie caboose #254 work is completed except for the east side steps and brake test. Our Baggage Car #633 was closed up for the winter by Curt Boyer and Norm Shaddick.

Car movements and acquisitions are being arranged by Dave MonteVerde.

Additional incandescent lights were installed in the B & O Baggage Car #633 by Neil Bellenger.

Arrangements on the Pennsy hopper car from B&O finalized by Rand Warner.

Caboose #254 relocated by Bob Cowan and Charlie Harshburger using our shop switcher (backhoe with four-wheel drive rubber tires riding on steel rails)!

Track and Right-Of-Way - Bill Reid, Supt.:

Drainage ditches and culverts were installed by Charlie Harshburger with assistance by Steve Huse, Bill Reid, and Rand Warner.

Ballasting and grading for siding #5 connection to the main line continued by Bill Reid and Rand Warner. Track construction continuing on siding #5 by John Redden, Charlie Harshburger, Steve Huse, Bob Cowan, and Bill Reid.

All remaining crown vetch was planted by Bill Reid, John Hixson, Curt Boyer and Dan Cosgrove.

Four switches in 80# Dudley rail being delivered from East Rochester by Steve Huse with help from Rand Warner and Neil Bellenger.

Forty lengths of rail at Fancher were made ready for transport and truck arrangements completed by Bill Reid-all 80# Dudley.

Tree ties and switch timbers delivered by demolition firm thanks to John Hixson.

Buildings & Grounds - Curt Boyer, Supt.:

General Railway Signal interlocking plant lever panel was set up by John Redden, Norm Shaddick, and Rand Warner. Repairs and restoration are continuing by John Redden who is also getting manuals and making a display brochure. This unit is a gift from Chessie/B & O from the tower at DuBois, Penn.

Construction Equipment - Steve Huse, Supt.:

Doctor Ted Strang did a beautiful job of welding Euclid loader forks. Ted, along with John Redden, Jeff Baxter, and Rand Warner re-installed yard bucket using new parts provided by Steve Huse.

Road grader transmission case refilled and batteries recharged by Bill Reid and Rand Warner.

Maintenance of Way Equipment - John Redden, Supt.:

Tamper engine parts for 2-53 Detroit diesel being priced out by Ted Strang and John Redden.

Fairmont speeder closed up for winter by Curt Boyer and Norm Shaddick.

Plans for November/December:

Motive Power & Rolling Stock:

Acquire new battery set for EK #6 switcher and install.

Complete interior painting of MU Power Car #4628 and install seats.

Grind, sand, prime, and paint east side of PINE FALLS in Pennsy red.

Complete last set up steps on Erie caboose #254.

Acquire additional maintenance manuals for LV #211 locomotive.

Add incandescent lights in south end of Baggage Car #633.

Relocate Stillwell coach out of Rochester Tel. Corp. siding.

Track & Right-Of-Way:

Complete culvert installation at top of hill on R.O.W. to NYMT using chapter backhoe.

Pick up additional steel culvert at East Rochester and concrete pipe at Henrietta using chapter boom truck.

Lay out new land area south of Rte. 251 on East side of Conrail for future museum expansion are per NYMT permit.

Continue grading up hill and spreading ballast for siding #5, using chapter grader, loader, and dump truck.

Continue track extension of siding #5 using 80# Dudley rail.

Pick up 80# Dudley switches and tie plates in East Rochester using chapter boom truck for delivery.

Pick up 80# Dudley rail at Fancher using chapter boom truck and rented tractor trailer for delivery.

Buildings & Grounds:

Resume depot foundation investigation and repair.

Resume depot concrete apron restoration and repair.

Continue to add electrical interior outlets in depot rooms.

Continue restoration of interlocking plant lever panel.

Continue cleanout of north baggage room.

Consolidate all technical manuals in depot north restroom area.

Construction Equipment:

Repair grader transmission case leak.

Install hotter spark plugs in boom truck.

Install metal floorboard in dump truck.

Install muffler on Trojan loader.

Startup clamshell crane and hi-rail truck before cold weather.

Obtain good spare, 14.9x24, for backhoe tractor.

Take up clutch on boom truck and road grader.

Maintenance of Way Equipment:

Secure Tamper engine and parts against snow penetration.

Thanks To:

Charlie Harshburger and Rand Warner for gasoline fuel for backhoe, boom truck, and dump truck.

Steve Huse for materials and parts for Euclid loader repair.

Chuck Riedmiller for donation of several quarts of fancy hi-tech epoxy primer rust inhibitor paint for MU Power Car, and additional paint for LV #211.

Rand Warner for log chains, tools, and supplies.

Dave MonteVerde for pursuing a major donation of RR tools, parts, and other artifacts.

Jeff Baxter for maintenance services on LV #211.

Ed Anthony for offer to help out on depot foundation problems.

Rand Warner for fuel and lube for grader, and hi-level switch stand.

Dave MonteVerde for extraordinary work in getting LV #211 on lease.

Owens-Illinois of Brockport for dc Pennsy hopper car.

Chessie System for donation of interlocking plant equipment.

John Hixson for successful start up of Explorer Post, the "Berks", Post #765.

Neil Bellenger for use of welding and cutting torches and oxygen and acetylene.

Ted Strang for a lot of welding rod used in repairing forks on Euclid loader.

Bob Cowan for barrel caddy and RS3m technical information.

Wants List:

Depot & Grounds:

Concrete for aprons and foundation.

Push brooms and regular brooms.

Motive Power & Rolling Stock:

32 volt motor generator, gas or diesel.

Controller handles for MU Power Car #4628.

Seat cushions for B & O Caboose #C2631.

Deck timbers for NYC Flat Car.

Window glass for Stillwell Coach.

Manuals for Conrail RS3m.

Track and Right-Of-Way:

12"/18"/24" culvert in steel, concrete, plastic, or cast iron.

Track bolts for 80# Dudley rail and switches.

Construction Equipment:

90 weight transmission oil, hydraulic fluid, gasoline, and diesel.

Oxygen and acetylene tanks for our torch outfit.

Wheel chocks.

Chain binders.

Maintenance of Way Equipment:

Starter for Detroit diesel on tamper.

Donations toward rebuild of engine parts for Detroit diesel on tamper.

Fanatics of the Month:

John Redden, Charlie Harshburger, Norm Shaddick, Bob Cowan, Gene Redden and Tom Bauman who went to DuBois, Penn. and back to dismantle interlocking equipment and bring it to the Depot. Makes for a very long day!

Scrounge of the Month:

Steve Huse who has worked a deal for tie plates and switches in East Rochester and personally dismantling a railroad yard! Not only that, but he personally unloaded the boom truck of 4 frogs, 8 guard rails, 8 short rails, 8 point rails, assorted splice bars, linkage, tools, and 4-55 gallon barrels of hardware.

vid MonteVerde

September started out good for the R & S as rational kinks were being ironed out and motive power problems were being solved with the delivery of their fleet of GP40's. However, on Saturday afternoon, the 6th, #106 (the second last GP40 to be delivered) was on RS2 leading sisters 105-104-103 and 73 cars northbound when a car derailed back in the train. Being on the downgrade side of Warsaw hill, the derailed car was not felt until it hit the Keany Road crossing taking 21 additional cars off the track with it and tearing up quite a bit of track.

The R & S management quickly rose to the challenge, placing the line out of service until the wreck was cleared and a bad spot reconstructed at Rock Glen. They established detours via the B & O to Buffalo and CR to Rochester. The first detour move was a northbound unit Kodak coal train leaving Salamanca at 9:00 PM arriving at Buffalo at 11:30 PM. After a delay at "CP Draw", getting onto Conrail's Water Level, the trains called RSUT (Rochester Southern Unit Train) or UT379 arrived at Rochester at 4:40 AM on September 9. At Depew, outside of Buffalo, the CP dispatchers came out of their office to see the R & S power go by, only to find Chessie GP's 4298-3811-4010 leading the coal train and a Seaboard grey caboose bringing up the Markers.

Upon its arrival at Rochester-CP 373 had to wait for traffic to clear, including a Lake Shore #48 at 7:15 AM before a runaround move could be made to pull the train into the R & S at Lincoln Park. The B & O units were returned with the first detouring RS-1 at 1:50 AM on September 10 with 103-104-105 towing B & O 4298-3811-4010 and its train westbound on the Conrail main headed for Buffalo, then south to Salamanca on the B & O.

After clearing up the wreck and working on the roadbed at Rock Glen, the first southbound RS-1 left Rochester on the evening of September 15. The R & S's luck was better for the rest of the month as they re-established interchange with the G & W at P & L Junction (Caledonia, N.Y.) and picked up salt (by the B & O) southbound salt traffic bound for Hopewell, Va. The first pick up was made on September 17 and most southbound RS1's will stop at P & L Junction to make this pickup.

On September 23 the last GP40 #101 was delivered from Silvis-Chrome Locomotive in the bright R & S orange-yellow and black scheme. The following day RS-1 departed with the first all orange 4 unit lashup of GP40's 101-105-103-106. The units posed an impressive sight in the late afternoon October sun. 104 is the only unit still in CR blue paint-out as 102 is presently going through the G & W's paint shop at Retsof.

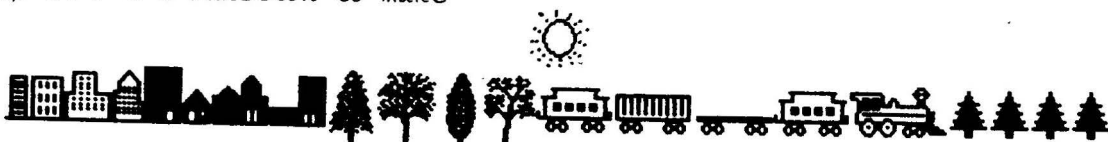
During the month of September, the R & S leased the G & W SW1500 #47 and used it for yard work at Rochester, but the unit had to be returned to the G & W on the 26th of September. In conjunction with this return, the R & S management is in final stages of negotiations with LV211 Associates for the lease of their RS3m LV211 (nee CR 9920-"The Hammerhead") for use as their Brook Avenue Yard switcher.

Also to be included in the leasing is the Rochester Chapter NRHS's copula ERIE caboose C254; the caboose is expected to bring up the rear of R & S trains to and from Salamanca during the winter months.

The R & S is also taking steps to increase their connections from CR at Rochester, B & O at Salamanca, and G & W at P & L Junction to the NY & LE at East Salamanca and the D & H at Silver Springs.

On the R & S's sister road the G & W returned the LA & L C425 #425 after the rewiring was completed. The unit went south to the LA & L at Avon, N.Y., in consist with CR's WBRO-15 on September 29.

With increasing traffic on the G & W, the old P & L Junction once called on by five railroads, EL-LV-B & O-PC-G & W, is again becoming a busy spot. September 24th found southbound R & S RS-1 just clearing the Junction at 5:10 as G & W #51 led the Silver Springs job over Rte. 5 and the Peanut Diamond. As soon as the Springs man was on the R & S to follow RS-1, the G & W Rochester Job departed Retsof. When he cleared P & L northbound on the R & S, the G & W yard job, 2 RS1's #42 & 25, came north to switch the local industries on the old Peanut Line. The four moves within 2½ hours is keeping the rest of the rails at the Jct.



The G & W, in conjunction with the Western N.Y. Historical Society, ran two foliage specials on October 4th and 5th. The trains left from P & I traversing the G & W main to Retsof, then on to the old DL & W main at Greigsville and then to Groveland and return. Both runs were very well patronized and everyone was impressed with the shiny G & W 51 and the 5 finely restored WNYHS X-NYC coaches. The train made quite a scene at the crossings as the locals looked on from their cars, and from their homes as a finely cleaned train returned to grace Miss Phoebe's old racetrack. After a rainy Saturday, on Sunday the sun shone bright upon the route of the Anthracite, as the faithful turned out to photograph the train.

A FRIENDLY REMINDER:

The R & S as most of you know is a new railroad in Rochester replacing the B & O as Conrail's competition in town.

The R & S management is aware of the appeal of their shiny GP40's and the unusual yard engines. However, they are somewhat concerned about safety and behavior on the property. One must keep in mind that when you are on the R & S property taking photos or watching trains you are a guest and you should judge your actions accordingly.

A few good tips would be to: avoid crossing tracks to get "that shot", yards are an especially busy place with frequent movements which could occur while you are not looking; don't race through the yards or along access roads; don't jump in front of moving trains to get "that shot"; don't climb up on railroad buildings, locomotives, or equipment; don't blatantly go into the shops or other places of work and demand information or that power be moved; DO NOT fool with locomotives that are out of service or between runs.

In summary, be a good guest! Don't do things that give railfans a bad name and make us unwanted on the property. Pass the word on to non-members and fans you see from out of town.

In you plan on being on R & S property to take photographs, releases are available in the Brooks Avenue yard office 8:00 AM to 4:00 PM Monday through Friday.

The Suzie Q continues to experience power problems, with RS's 100 # 104 down, RS and t. AT & SF 2426 have been replaced into service while also being supplimented by an occasional D & H Alco or EMD Guilford GP.

"Listening In": The Suzie Q is currently using 160.485 for Binghamton Yard switching and 160.620 and 161.295 as their mainline channels. The latter working off the powerful Cooperstown repeater. The radio train orders which are used on the NYS & W are both useful and informative and the station locations are given in two letter station calls. The below list will let you know where the train is and where it is headed.

The Central New York Chapter of the NRHS is currently negotiating with the NYS & W to start dinner trains from Tulley to Chenango Forks using their freshly repainted RS3 8223 (Oct. 1986 Railfan p. 37), their X-Amtrak-NH combine, two dinners and the Susquhanna's Inspection Dome Observation #509.

Ontario Lines - Rochester By: David Monte

Current writings, roster, and shortline books have reported conflicting information with regard to the Ontario Lines' Rosters. The below rosters show the current locomotives (by usage first) stabled on the respective roads:

Ontario Central - Sodus, NY

RS3	#4085	Alco	X-D&H 4085
RS36	#86	Alco	X-N&W nee NKP

Ontario Midland-Victor, NY

RS36	#40	Alco	X-N&W 408
RS3	#4056	Alco	X-BN4056 nee SP&S 71
RS11	#36	Alco	X-N&W 361
S4	#17	Alco	X-Wynadott Terminal 107 (Stored)

New Jersey Southern

SZ	#16	Alco	X-Wynadott Terminal 106
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In Memoriam

We have received word that Inez Peterson, wife of Chapter member Charles Peterson, died recently after a long illness. Inez was a Chapter member at one time.

Tenax Construction crews are putting the finishing touches on this former PRR line between Emporium and Erie, PA. Rebuilding of the line has included new ties, tons of ballast, and weld rail laid down with a leased P & LE rail train using rail off the old Montour railroad. The rail was welded on the property with the use of a portable rail welding operation.

In conjunction with the near completion of the reconstruction, the Alleghany has signed a two year contract with Conrail to operate trains from Lock Haven to Erie, PA. Following rigorous qualifying and highrailing over the line Conrail crews began operating the line on September 22, 1986 from Lock Haven (CR) Emporium (ALL) to Erie, PA.

This train, delivered from a longer CR routing to Erie via Buffalo, originates at Lock Haven at 6:30 PM on Monday, Wednesday, and Saturday westbound, and leaves Erie on Tuesday, Thursday, and Sunday. The trains are rather good sized and are powered by Conrail four axle GP40's or 38's. Westbound traffic has empty box cars and wood chip cars bound for Erie. On the Alleghany, empty log cars are hooked up and dropped off west of Kane, PA.

In conjunction with the start up of Conrail through trains "MS" Corry (PA) the unique block-tower guarding the diamond over the old E-L main is now going to be managed 24 hours protecting against CR's ELOI-OIEL.

The Alleghany has returned borrowed Knox & Kane GPM #14 to the Sloan-Cornell operated shortline and has recently completed work on wreck damaged U33B #29 and plans to return that to the Gettysburg RR.

Book Review

By: Ron Amberger

THE ROUTE OF PHOEBE SNOW by Sheldon S. King

Chapter member Sheldon King has published an updated and revised edition of his book on the Delaware, Lackawanna and Western. This edition contains many new photographs and facts not found in the earlier version which has been out of print for several years now. The present book is a history of the D.L. & W. mostly from an operating point of view. There is a great deal of information about operations on the main line and the branches during the steam era and up to the merger with the Erie.

The numerous photographs include roster shots of both steam (from 1899 onward) and diesel locomotives. There are also many photographs of trains on the main line and branches. Included are photographs of many stations, the Scranton shops, bridges, towers and right-of-way. The photographs include several taken by the late John Woodbury, a former chapter member.

The author has included many passenger time tables and lists of consists from 1906 through 1960. These make fascinating reading as one contemplates a trip from Hoboken to, let's say Oswego, by parlor car.

Most of the book is organized in a linear fashion starting at the east end of the system and ending up at Buffalo. Along the way, the reader is given photographs which relate to the text and form a journey along the line. This approach is the same as that used by Charlie Knoll in "The Water Level Route".

This book is a must for all Lackawanna fans. It contains many facts not found elsewhere as well as numerous photographs, rosters, and a bibliography. Some of the photographs are fuzzy, but most are clear and are not otherwise available in print.

"The Route of the Phoebe Snow" is available at the chapter store. The list price is \$20.00 (softbound).

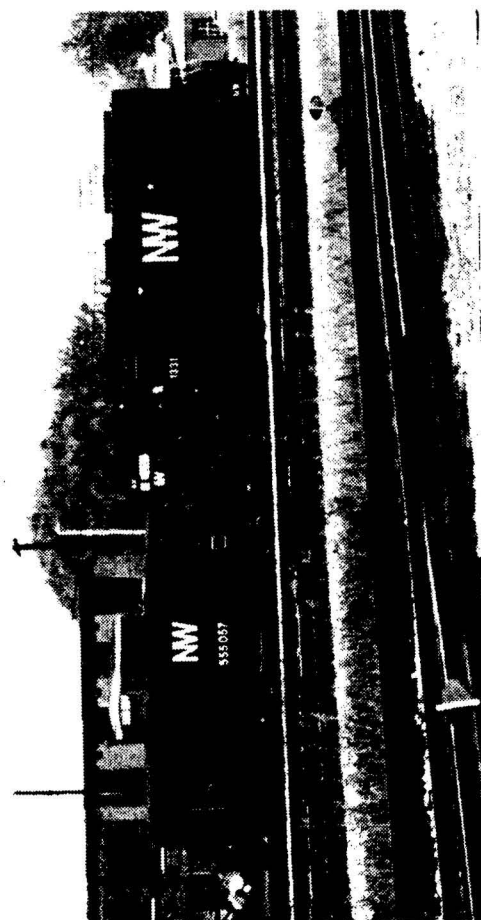


Photo taken 8/21/86, Norfolk-Southern Corp.,
Conneaut, Ohio. Taken by C.J. Riedmiller.

Year End Tax Planning

By: Rand Warner

As many of you are aware of, many changes are being made in the personal and corporate IRS tax regulations effective with 1987. In general, tax rates will go down somewhat, some types of deductions will be eliminated, and interest will be treated differently than in the past. The next result, in general, is to amke donations in 1986 wherever possible, and to defer income to 1987. Talk to your accountant, tax consultant, or IRS advisor for details pertinent to your own unique individual situation.

Here are some suggestions for donations to our Oatka Depot Railroad Museum arranged in several categories of amount.

\$100 - Diesel fuel, paint for Stillwell, roof tar for Stillwell.

\$200 - Culvert material, starter for tamper, seats for Stillwell.

\$500 - Parts for tamper, windows for Stillwell, Gardner Denver repair.

\$1,000 - Batteries for EK #6, new tire for Euclid.

\$2,000 - Outdoor forklift, return trolley #60..

\$5,000 - Small bulldozer, depot foundation.

\$10,000 - Metal work on PINE FALLS, diesel locomotive.

\$20,000 - Selp-propelled RDC Car, restore PINE FALLS.

\$50,000 - Steam locomotive, overhead trolley wire.

Train

By: L. Mattice

I hear it now,
The whistle clear.
The train is coming,
It's very near.
The engine's power
Is felt on the breeze,
Heartbeats come faster,
I'm weak in the knees.
Now, there, I see it,
She's a beautiful sight!
The train rumbles by me,
And into the night.

LV #211 Note:

By: Rand W/a

It sure is nice to see #211 working the Rochester area for the Rochester & Southern Railroad. The engine has been as far north as Kodak as far south as Warsaw, and spends a considerable amount of time working the Brooks Ave. yard.

The Frequent Traveler

By: Ted Miller

Due to circumstances only partially under my control, I often find myself in the bowels of a Boeing 747 or DC-10. Occasionally, however, this may be an AMTRAK or BRITISH RAIL train. As a frequent traveler, I often have the opportunity to visit distant rail activities. This column, appearing randomly as conditions permit, will be an attempt to inform the reader (hopefully without boring anyone) of the results of various and sundry train hunts.

Circumstances recently permitted a short visit to England. Home base while in London was the Hotel Russell, about one-half mile south of St. Pancras and Kings Cross Stations which can be easily visited using the London Underground (use the Picadilly or Circle Lines). London has twelve major rail stations. Steam is being run out of Marlebourne during the summer using a variety of refurbished classes including a "Mallard". For variety, travel south from Waterloo Station to Clapham Jct. (only 80p return-i.e., round trip) for a view of the world's busiest rail junction-over 2,000 trains a day.

Travel on the 66 remaining (one destroyed in a head-on collision in September of this year) high speed train sets (push-pull shovel nose speedsters) is comfortable and inexpensive. Travel north from London to the ancient walled city and rail center of York. The Royal York Hotel, a splendid structure now owned by the Venice-Simplon Orient Express People, is immediately at the York station. Here, the great curved train sheds point to the National Museum of Transportation with its extensive locomotive and rail car displays. Admission is free. It's only a short drive to Pickering and the North Yorkshire Moors Railway (daily steam trains) or head south to Bridgnorth for the Severn Valley Railway with its collection of over 20 steam locomotives, many operating. England and railfanning go together. All in all, there is only one hitch. The plentiful and inexpensive British rail videos are not compatible with U.S. TV standards.

on by a program featuring "Railfan and Railroad" magazine's editor, Jim Boyd, one hundred and ten persons attended the chapter's annual banquet on Nov. 8th at the Dowd Post of the American Legion. The banquet was organized by Dick Tickner with assistance from David MonteVerde who made the program arrangements.

The affair was opened with an Invocation by Dave Shields followed by the Pledge of Allegiance led by Dick Tickner. Next the group enjoyed the buffet dinner. After dinner, President Ron Amberger introduced the head table, and Mr. Gary Snyder, Mechanical Officer of the Rochester and Southern and his colleague, Scott Becket who is road foreman of engines and superintendent of locomotives both of whom were guests of the chapter. The presence of a number of past presidents was acknowledged. Those attending were, Horst Bruns, Dick Barrett, Sam Grover, Dick Tickner, and Rand Warner.

President Amberger awarded certificates of appreciation for special and extraordinary service to the chapter to the following members; Jeff Baxter, Neil Bellenger, Cal Bulman, Mike Byrne, Bob Cowan, Paul Freidrich, Charlie Heburger, John Hixson, Ed Maslyn, Ted Miller, Dave MonteVerde, John Redden, Chuck Riedmiller, Norman Shaddick, Dave Shields, Dick Tickner, Dan Tomlinson, and Rand Warner.

A banquet tradition is the passing of the Fairmont Cup, an honor that is awarded by the board of trustees to the chapter member (who is not an officer or trustee) who has done an outstanding job during the past year. This year the cup was passed to Steve Huse for his exceptional efforts working on preservation and museum projects. Steve has been instrumental in keeping the chapter's construction equipment operating as well as operating the equipment in roadbed grading and track construction.

Dave MonteVerde was called upon to introduce the main speaker, Jim Boyd, Editor of Railfan and Railroad magazine who presented an outstanding show of slides of his work. His theme was "Who Says Steam is Dead?". He proved his point by showing that the past decade in particular has seen many main line steam fan trips and that the prospect is that there will be many more in the future.

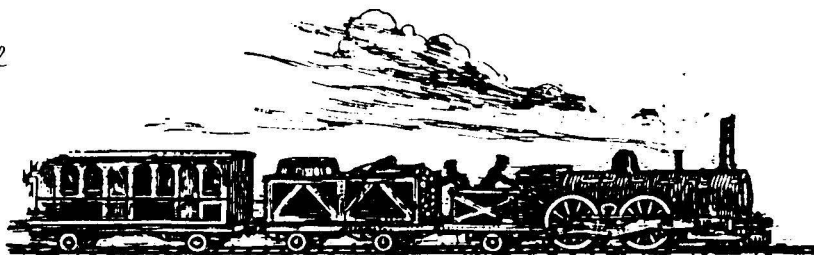
Steam Fans The Same The World Over

In the October, 1986 issue of "Railway Magazine" (England), there is an editorial comment relating to the efforts currently underway by the British Transport Police to educate children and railfans (is there a difference?) to the dangers of going on the railway right of way where main line speeds are of the order of 100 to 125 mph. A DMU (diesel m-u) car is patrolling the system loaded with transit police who stop their car and pursue vandals and trespassers. The police regret that trespassing "enthusiasts" make a bad example for children. The British Transport Police say that steam enthusiasts are in a class by themselves; as one officer noted "They just go berserk—that far-away look comes into their eyes and there's no reasoning with them".

TRAIN CHASERS

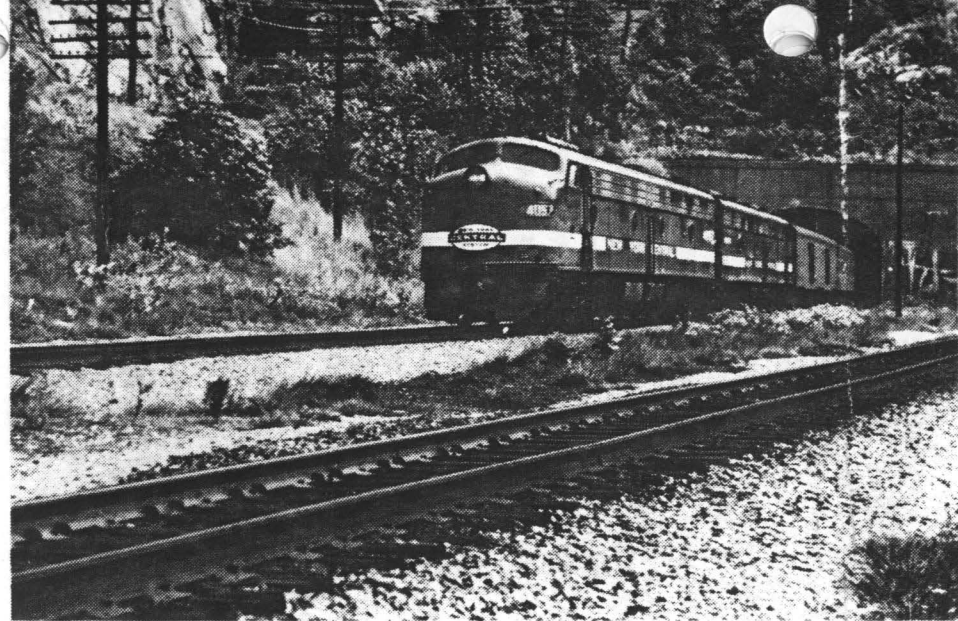
By: L. Mattice

Very often you will find,
Or so I'm told,
Men chase trains
Down back country roads.
Now since I'm a novice
I don't understand,
Why trains are followed
Across our vast land.
Perhaps it's the power
Of seeing a loco run by,
Or maybe the black smoke
As it spews towards the sky.
The chugging and churning
Of wheels and of track,
Has men racing crazily
Following the clickety-clack.
It could be the train's whistle
And its lonely sound at night.
An engine rounding the bend,
I hear it's a wonderful sight.
Whatever the reason,
It is perfectly clear,
Men will chase a train
If they know one is near.





F-Units, Lincoln Park, Rochester, New York



Westbound "Cayuga" Cold Spring, NY, 1967.



E-L Canistota Valley, NY, 6/1/74.

All photos taken by Jim Crosby.

WELCOME TO THE SELKIRK DIESEL TERMINAL

JULY 26, 1986

Selkirk Diesel Terminal was constructed in the late 1960's. It was completed and placed into operation in September 1969. It was so designed that it was one of the most modern up-to-date Diesel Terminals in the country. It was designed under the New York Central Railroad, placed into operation by Penn Central Railroad and modified under Consolidated Rail Corporation.

The shop was laid out with the tracks running east and west. There are 19 positions to work on units at the platforms, two (2) positions at the drop pits and two (2) positions in the washing area. It consists of Seven (7) tracks. There are two (2) five ton Trolley Bridge Cranes over tracks #3, #4 and #5 and a thirty ton Trolley Bridge Crane with five ton auxiliary over tracks #1 and #2. At each location where a locomotive can be spotted, are container wells housing fresh water lines, treated water lines, lube oil, house air and oxygen and acetylene which are fed from master stations.

STATISTICS OF SELKIRK DIESEL SHOP AS OF JULY 1, 1986

Locomotives Dispatched	2,495	
Relay	294	
Total	2,789	
Daily Fuel Cons.	82,893	gallons
Month, 06/86	2,486,801	gallons
Daily Lube Cons.	1,310	gallons
Month, 06/86	39,299	gallons
Sand	172	tons
Daily Average Dispatchments at the Fuel Plant - 83 at \$27.94.		
Daily Average Dispatchments at the Diesel Shop - 22 at \$337.72.		
Fleet	617	
Active	469	
Stored	142	
Total Stored at Selkirk	68	
Authorized Work Force	270	
Non-Agreement	19	
Foremen	21	
Machinists	80	
Electricians	47	
Sheetmetal Workers	30	
Boilermakers	14	
Carpenters/Painters	7	
Laborers	36	
Clerks	10	
Hostlers	6	
First Trick	85	
Second Trick	66	
Third Trick	31	
Relief	60	

The Material Management Department supplies material for the Selkirk Diesel Terminal, one of Conrail's largest locomotive repair shops.

The Diesel Terminal consumes an average of \$900,000 worth of material per month.

The Material Distribution Warehouse was completed in August 1985. The dimensions are:

length	142'8"
width	100'
height	29'
floor space	14,180 square feet

The Material Management Department operates seven days per week with a total of 19 employees:

First Trick	13 employees
Second Trick	3 employees
Third Trick	3 employees

FACTS ABOUT THE MATERIAL DISTRIBUTION WAREHOUSE

Storage capacity in pallet racks	63 sections, 16 ft. high (264 spaces) 2 skids each
Steel shelving storage space	46 sections 2 ft. deep - 20 ft. high
Storage Cabinets	11 ea. (Stanley Vidmar)
Dock facilities for rail cars	3 positions
Dock facilities for trailers	4 positions
Total Number of items in inventory	3,300
Electromotive Division	1,334
General Electric	1,135
Other	831
Total Inventory Value	\$1,600,000

MATERIAL HANDLING EQUIPMENT

Warehouse

Fork Lifts	
2,575 lb. capacity	1
4,500 lb. capacity	1
4,750 lb. capacity	1
Order Picker - Crown - 3,000 lb. capacity	1
Transtacker - Crown - 4,000 lb. capacity	1
Floor Scrubber - Tenant	1

Highway

Stake Body Trick	1
Tractor Truck	1

If you have any further questions, they can be answered by writing:

V. G. Lord, Shop Manager
Selkirk Diesel Terminal
R. D. #2, Box 145
Selkirk, NY 12158

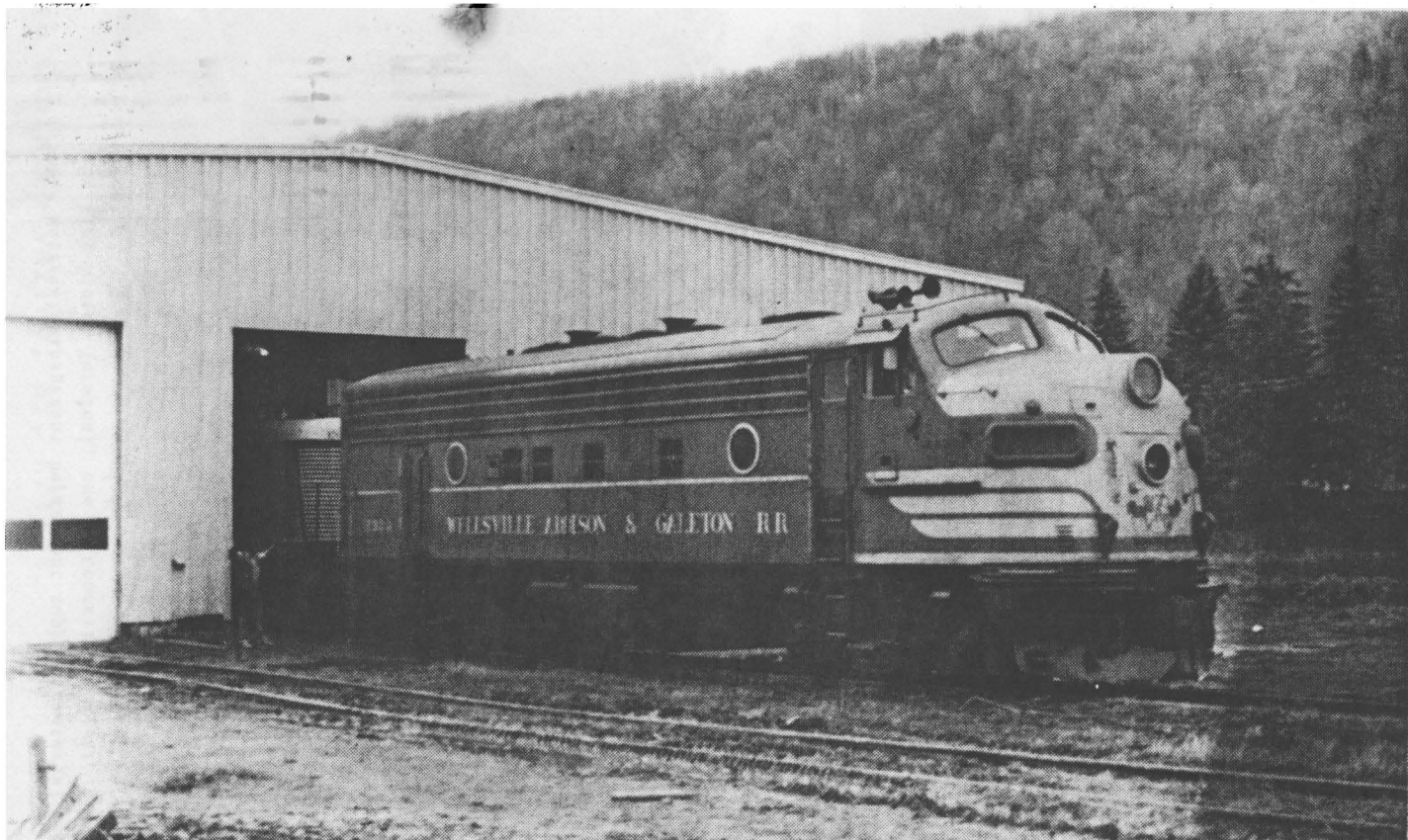
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Last day of operation, Nov. 8, 1979, Wellsville, Addison, & Galeton RR at Galeton, PA shops. Ex S-P F7A making up last train.

Photo taken by C.J. Riedmiller.